



COUNTY OF KAUAI

Transportation Agency

2012 Budget Presentation

April 14, 2011

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Executive on Transportation



THE KAUAI BUS



Transportation Agency

Mission

To provide the Kaua'i community accessible transportation services with professionalism and the Aloha spirit.

Goals & Objectives

1. Bus stop shelters to be constructed at several locations
2. Anaina Hou Kīlauea Park & Ride facility service for the north shore community
3. Multi-Modal Land Transportation Plan completion
4. KCC Bus Pass Program agreement to encourage student use of public transit
5. Off-site bus pass sales agreements to be pursued at convenient locations around the island

Successes and Achievements

Service Expansion

The Transportation Agency increased the hours of bus service in February 2011 to include Sunday service at the same levels provided by Saturday and Holiday service. Weekday service hours were also extended to include service through 10:30pm. The last buses leaving Līhu'e bound for Kekaha and Hanalei were expanded from 6:30pm departures to 9:30pm departures. The shuttles supporting service to areas



beyond the main line routes were also extended to provide connections with the main line route. The first six weeks of expanded service resulted in an increase in bus ridership of 5,985 trips. Of these additional trips, 2,897 were provided for Sunday service, and 3,088 were provided for weekday evening service. This represents approximately 8% of the trips provided for this period. The implementation of additional fixed route service is assisting many riders who work in the evenings and on Sundays, as well as increasing transit options for the general public, particularly the youth, who participate in various weekend and evening activities around the island.

Successes and Achievements

Service Expansion (continued)

The additional appropriation of \$575,000 to cover the period of January – June 2011 was approved by Council in January 2011, and the expansion of service began on February 14th. These funds are included in the FY2011 Transportation Agency budget figures included in this report, and are currently being used for the cost of expansion as follows:

Salaries & Wages:	\$179,000	Fuel:	\$110,000
Benefits:	\$103,000	Vehicle R&M:	\$70,000
Misc. Operating:	\$13,000	Vehicle Match:	\$100,000

Park & Ride Lot Improvement

Park and Ride locations continue to provide bus riders a safe location to park their automobiles when utilizing the bus for the long distances they must travel each day. The Kalāheo Neighborhood Center Park & Ride location prompted a very successful collaborative effort between several County departments to pave the area known as the “mud bowl” located between the Neighborhood Center and the bus stop on Papalina Road. The Department of Public Works, Department of Parks & Recreation, and the County Attorney’s office all partnered together with the Transportation Agency to accomplish this endeavor.



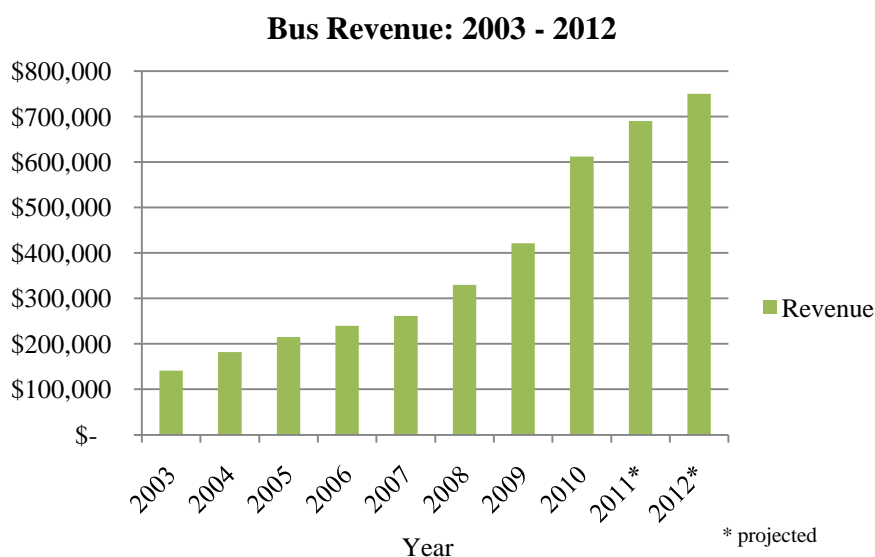
Successes and Achievements (continued)

Increased Ridership

Fixed route ridership in the month of March 2011 was 51,894 trips, which represents an increase of 12,897 trips (33%) over March 2010. Paratransit ridership has risen slightly during that same period from 5,866 trips in March 2010 to 6,129 trips in March 2011, which reflects an increase of approximately 4%. The increase in ridership can be attributed to many factors, and the service expansion accounts for a portion of it; however, based on the 25% increase in ridership that occurred when fuel prices rose significantly in 2008, the recent significant rise in fuel prices are contributing to another significant increase in the use of alternative modes of travel, including the use of public transit on Kaua'i.

Increased Revenue

Revenue collected for transit service has also increased each year. The current fiscal year's revenue projection is estimated to be approximately \$690,000, and projections for fiscal year 2012 are \$750,000.



Challenges

- The addition of Sunday and weekday evening service provided the greatest challenge for the agency in that it prompted the complete restructuring of driver and dispatcher schedules to cover the new routes and hours generated by the additional hours of service. Through the support of the public, County Council and County Administration, as well as the dedication and efforts of all of the employees impacted by these changes, service expansion was implemented successfully.
- The bus stop improvement contract to provide better accessibility for riders using mobility aids has been on hold for the past year due to the inability for the contractor to obtain the supplies necessary to complete the job. Weekly meetings have been conducted to prompt completion of the project, and on April 8, 2011, the contractor was notified that the contract time will recommence on May 1, 2011, requiring a contract completion date of June 6, 2011.

Challenges (continued)

The agency received notice from Senator Inouye's office in February that special earmark federal funds would not be available for the next two years. This funding source provides 80% of the cost of buses needed to replace and expand the fleet as vehicles reach the end of their useful life. Fortunately, due to the ARRA Stimulus funds grant award last year that provided 8 additional vehicles for The Kaua'i Bus fleet, the agency has \$800,000 in additional federal grant awards that will be utilized for fiscal year 2012 vehicle procurement. Additionally, the Transportation Agency will be receiving an additional \$925,000 for the purchase of 9 vehicles from the Federal Transit Administration's "State of Good Repair" initiative. This award was prompted by the availability of unallocated fiscal year 2010 discretionary Bus and Bus Facilities Program funds. These funds will provide 80% of the cost of vehicle replacements for fiscal year 2013; however, beyond that the future of federal funds is uncertain. The vehicle replacement schedule below depicts the fiscal requirements needed to maintain a fleet within recommended useful life parameters.

Fiscal Year	Qty / Size	Qty	Federal (80%)	Local Match (20%)	Total Cost	Funding Secured?
2012	4 < 30 ft 2 > 30 ft	6	\$768,000	\$192,000	\$960,000	Existing Grant Funds
2013	5 < 30 ft 1 > 30 ft	6	\$744,000	\$186,000	\$930,000	Pending Grant Award (summer 2011)
2014	4 < 30 ft 4 > 30 ft	8	\$1,056,000	\$264,000	\$1,320,000	Pending fund availability
2015	4 < 30 ft 5 > 30 ft	9	\$1,200,000	\$300,000	\$1,500,000	"
2016	3 < 30 ft 2 > 30 ft	5	\$648,000	\$162,000	\$810,000	"
2017	6 < 30 ft 1 > 30 ft	7	\$864,000	\$216,000	\$1,080,000	"
2018	5 < 30 ft 1 > 30 ft	6	\$744,000	\$186,000	\$930,000	"

The expansion of service to include Sundays and weekday evening service has increased the demands on the fleet, therefore increasing the frequency at which vehicles will need to be replaced. As shown above, federal funds are available to assist with 80% of the cost of vehicles for fiscal years 2012 and 2013. The "special earmark" federal funding should be reactivated after two years. Should this not happen, alternative funding for this purpose will need to be secured. In anticipation of this possibility, efforts to locate alternate funding sources will be initiated in the upcoming fiscal year.

Improvements

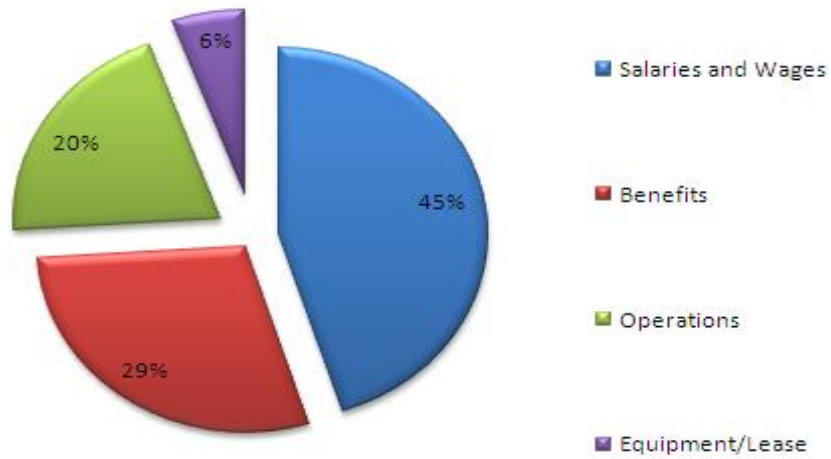
- The Transportation Agency is committed to researching and responding to inquiries and requests from the public, and when changes are warranted, taking necessary steps to implement ongoing refinements in the bus service provided. This includes simple solutions like increasing the size of vehicles on routes that experience growth in ridership, as well as more involved efforts, like conducting the research for, and obtaining approval to add stops where demand warrants and it's operationally feasible.
- The current client reservation scheduling system that manages the registration and reservations of all riders utilizing paratransit service has recently been upgraded to a web-based application. The agency is currently conducting research on the added benefits of a system upgrade to determine the best way to implement this new technology to improve the efficiency of the paratransit reservation system.
- The agency phone system is scheduled to be upgraded by June. The new system will contain added features that will assist with the appropriate routing of incoming calls, as well as supply much needed phones to the staff currently sharing phones.
- The purchase of special ramp-entry "kneeling" buses last year provided an alternative to having the lift on the vehicle. The bus has a modified suspension that allows it to kneel at curbside. When at a pickup point, the vehicle is lowered, and a ramp is deployed from the front entry door to assist passengers with boarding.
- The first hybrid vehicle in the transit fleet was placed into service, and data analyses on fuel usage have been made which provided strategies for future hybrid vehicles being added to the fleet.

Upcoming Initiatives

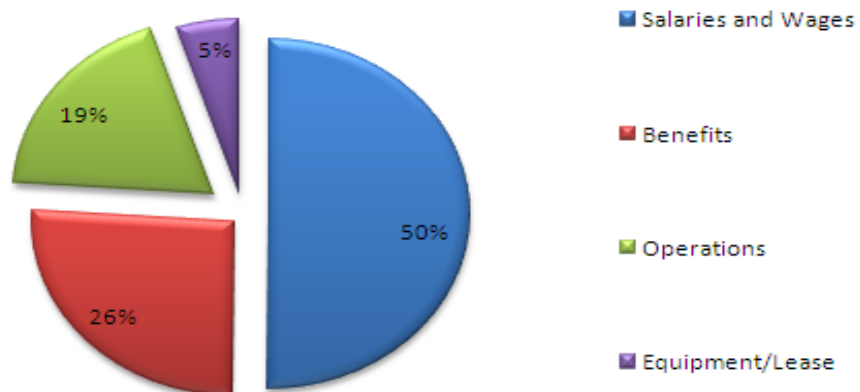
- The Multi-Modal Land Transportation Plan, which should be initiated by the end of May, will include community meetings in five locations that will provide a forum for each community to share their priorities for the various modes of transportation for their area. There will be an emphasis on public transit in this plan, which will therefore provide valuable information on setting and prioritizing the future goals and initiatives we as a transit agency will include in addressing the needs of each community. Transit operations will be reassessed, including routes, service hours, service frequency, revenue structures, stop locations, as well as any other issues that are determined to be in need of attention.
- For the first time, the Transportation Agency is planning to pursue obtaining a vehicle through a lease agreement. This is reflected in the fiscal year 2012 budget on page 184 as the line item "Vehicle Lease Purchases", for which an additional hybrid bus is being requested to add to the one currently in operation.
- Vehicle fuel alternatives will continue to be explored in an effort to minimize the impact of our vehicles on the environment as much as possible. Research and discussions will be conducted regarding the various alternatives available on Kaua'i for this purpose. The lease of an additional hybrid bus will also contribute to this initiative.

Comparative Graphs

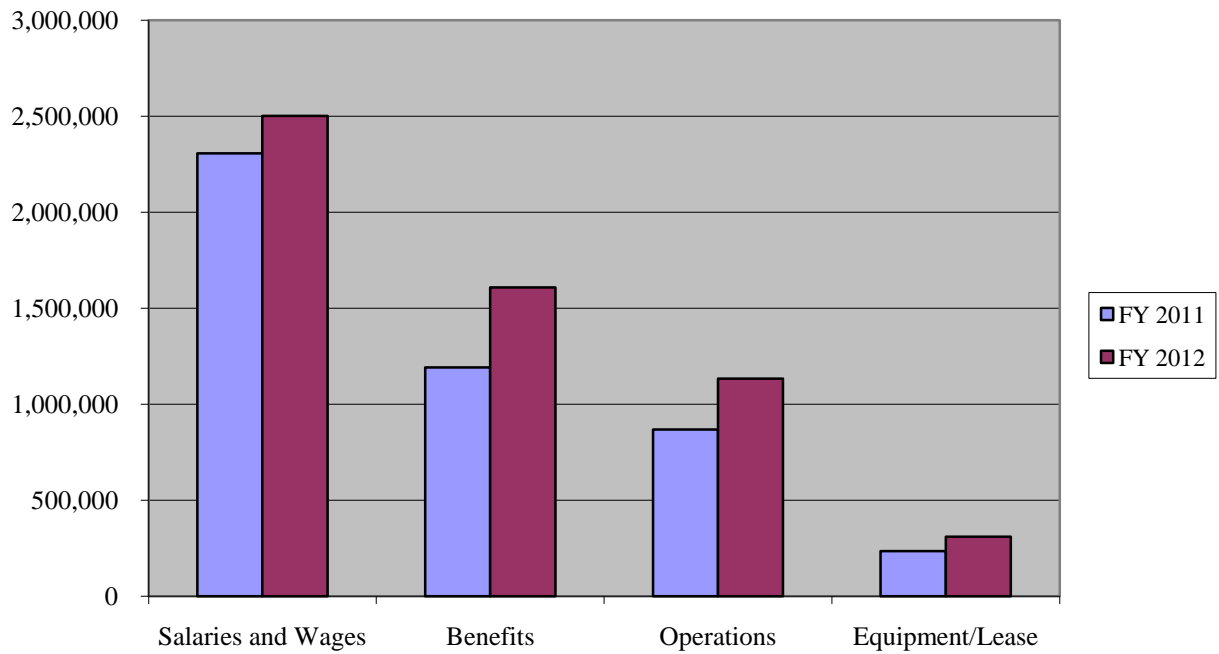
FY 2012 Operating Budget - Transportation Agency



FY 2011 Operating Budget - Transportation Agency



FY 2012 and 2011 Comparison



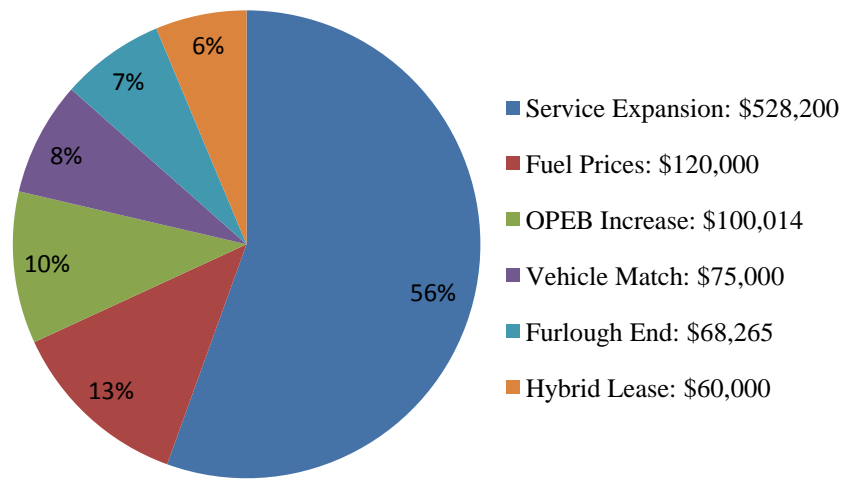
<u>Operating Budget – Transportation Agency</u>	<u>FY 2011</u>	<u>FY 2012</u>
Salaries and Wages	2,306,842	2,500,464
Benefits	1,190,270	1,607,502
Operations	866,891	1,132,516
Equipment/Lease	235,000	310,000
TOTAL	4,599,003	5,550,482

* FY 2011 includes \$575,000 expansion funds

Operating Budget Discussion

The Transportation Agency operating budget for fiscal year 2012 reflects an increase of \$1,526,479 from the original 2011 budget. Including the additional \$575,000 provided during fiscal year 2011 results in an actual proposed increase of \$951,479. The items impacting this increase are portrayed in the chart below.

Fiscal Year 2012 Budget Increase Items



The comparative pie charts on page 6 reflect a reduction in the proportion of Salaries & Wages in relation to the agency's entire budget from 50% in fiscal year 2011, to 45% in fiscal year 2012, along with the Benefits increasing from 26% in fiscal year 2011, to 29% in fiscal year 2012. This is due to the increase in benefit costs, fuel, and vehicle purchase & lease funds being requested for fiscal year 2012. The increase in benefit costs were a result of two factors: 1) The increase in Other Post-Employment Benefits (OPEB) from 24% of fiscal year 2011 to 31% of fiscal year 2012 salaries & wages, and 2) The reallocation of several on-call positions to full- and part-time driver positions to provide sufficient manpower for service expansion. The personnel changes that prompted the need for additional position benefit costs are listed in the "Agency Position Information Requested" section on Page 9.

Agency Position Information Requested

Pursuant to the March 8, 2011 memorandum requesting the submittal of position information in preparation for Council's budget review, the Transportation Agency's fiscal year 2011 position information follows:

- I. List of all new positions or changes to any existing positions indicating contractual or civil service, salary, and division (all Transportation Agency positions are exempt, non-civil service)

There were no new positions established this fiscal year. All of the information listed in the chart below pertains to reallocations of existing positions prompted by staffing requirements to implement the bus service expansion that took place on February 14, 2011.

<u>Original Position Title</u>	<u>Pos #</u>	<u>Funding Source</u>	<u>Reallocated to New Position Title</u>
Van Driver – sub BC-05 (\$17.77 hourly)	9418	Federal / County	Bus Driver BC-07 (\$39,972 annually)
Van Driver BC-05 (\$36,960 annually)	9435	Federal	Bus Driver BC-07 (\$39,972 annually)
Van Driver BC-05 (\$36,960 annually)	9437	County	Bus Driver BC-07 (\$39,972 annually)
Bus Driver - sub BC-07 (\$19.22 hourly)	9339 9342 9343 9344 9414	Federal / County	Bus Driver BC-07 (\$39,972 hourly)
Bus Driver – sub BC-07 (\$19.22 hourly)	9407	Federal / County	Van Driver BC-05 (\$36,960 annually)
Bus Driver – sub BC-07 (\$19.22 hourly)	9409 9410 9421	Federal / County	Van Driver –Part-Time BC-05 (\$27,720 annually)
Van Driver – sub BC-05 (\$17.77 hourly)	10393	Federal / County	Bus Driver – sub BC-07 (\$19.22 hourly)
Bus Driver – sub BC-07 (\$19.22 hourly)	9412	Federal / County	Clerk Dispatcher I SR-12 (\$30,036 annually)
Clerk Dispatcher – sub SR-12 (\$14.44 hourly)	10396	Federal / County	Clerk Dispatcher I SR-12 (\$30,036 annually)

The net effect of the position reallocations above:

<u>Reallocated from Position:</u>	<u>Reallocated to Position:</u>
(9) Bus Driver (on-call)	(8) Bus Driver (full-time)
(2) Van Driver (on-call)	(3) Van Driver (part-time)
(1) Clerk Dispatcher I (on-call)	(2) Clerk Dispatcher I (full-time)
(1) Van Driver (full-time)	

Agency Position Information Requested (continued)

II. Current positions, duration of vacancy, and expected date of filling

<u>Position Title</u>	<u>Pos #</u>	<u>Duration of Vacancy</u>	<u>Expected Fill Date</u>
Clerk Dispatcher I	9412, 10396	2 months	May 16, 2011

III. Contractual positions funded by State or Federal Grant, and contract period

(All federal grant funded positions are also exempt appointments contingent upon a recurring annual award by the Federal Transit Administration)

<u>Position Title</u>	<u>Pos #</u>				
Accountant I	9568				
Transit Equipment Maintenance Coordinator	10395				
Field Operations Clerk	10397				
Bus Driver – Full-Time	9315	9435			
Bus Driver – Substitute	9299	9301	9310	9314	9340
	9344	9383	9405	9406	9408
	9411	9413	9419	9420	9422
	9423	9424			
Van Driver - Substitute	9380	9381	9386	9415	9416
	9417	10393	10394		